

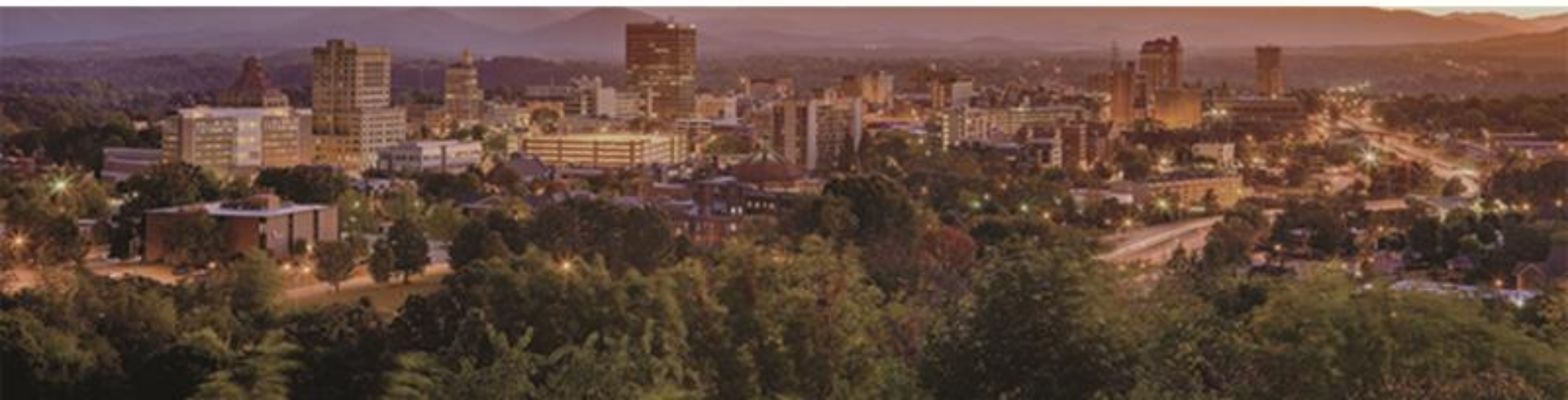


Joint Legislative Transportation Oversight Committee

February 5, 2016

*Rail Project Reports and
Piedmont Improvement Program Update*

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What is TIGER?



- Transportation Investments Generating Economic Recovery
- Began in 2009
- USDOT announces a Notice of Funding Availability (NOFA) based on that year's appropriations process
- Expect CY 2016 TIGER NOFA in late 2nd quarter
 - Applications require formal benefit-cost analysis and matching funds
 - Projects should be ready for implementation at time of application
- All modes and all jurisdictions may apply and compete
 - Cities
 - Counties
 - States
 - Transit Agencies, Port Authorities, MPOs

North Carolina & Virginia (NCVA) Railroad Improvements

Purpose: Upgrades the NCVA Corridor

- Replace 17 miles of rail and 17,700 new ties
- Repair the Meherrin River Bridge
- Rebuild 11 turnouts and 8 rail/highway crossings

Funding:

2014 TIGER Grant

TIGER Award	\$5.80M
State Match (Mobility funds)	\$2.80M
NCVA Match	\$3.03M
Total	\$11.63M



Status:

- Environmental Document (CE) under FRA review – 02/2016
- Agreements (FRA/NCDOT and NCDOT/NCVA) – Q2 CY 2016
- Estimated Construction Start – Q3 CY 2016

Multimodal Station Area Plan (MSAP) for Charlotte Gateway Station (CGS)

Purpose: To integrate the station into the local, regional, and state transportation network and funding opportunities, including Public/Private Partnerships

Funding:

2014 TIGER Planning Grant

TIGER Award	\$200,000
State Match	\$50,000
Total	\$250,000



Status:

- Notice to Proceed expected 2Q CY 2016 – pending NC Board of Transportation approval
- NCDOT working closely with City of Charlotte/CATS
- Study to be done by Parsons Brinckerhoff
- Completion expected late 3Q CY 2016

Charlotte Gateway Station Track and Safety Improvements

Purpose: Track and Signal Improvements to relocate current Charlotte passenger train station from the Norfolk Southern (NS) freight yard to Uptown Charlotte

Funding:

2015 TIGER Grant

TIGER Award	\$25M
Other Match needed	\$27M
Total	\$52M



Status:

- NCDOT and local partners negotiating with USDOT on project scope
- USDOT has advised that grant will be awarded to the City of Charlotte
- Funding source alternatives being investigated, including STI and local
- City of Charlotte committed to match not received through STI


CSXT NC Service Improvement and Grade Separation Project

Purpose: Improve fluidity and expand capacity of the CSX rail lines in eastern North Carolina. This project was solely for main line improvements and crossing safety. Project components included:

- Storage siding at CP “Dixie” (Laurinburg)
- Second main track from Selma to Micro on the “A” line (4 miles)
- Grade separate two crossings and close one in the new double track limits

Funding:

2015 TIGER Grant

 Application	\$19.1M
State Match	\$30.0M
Total	\$49.1M

Status:

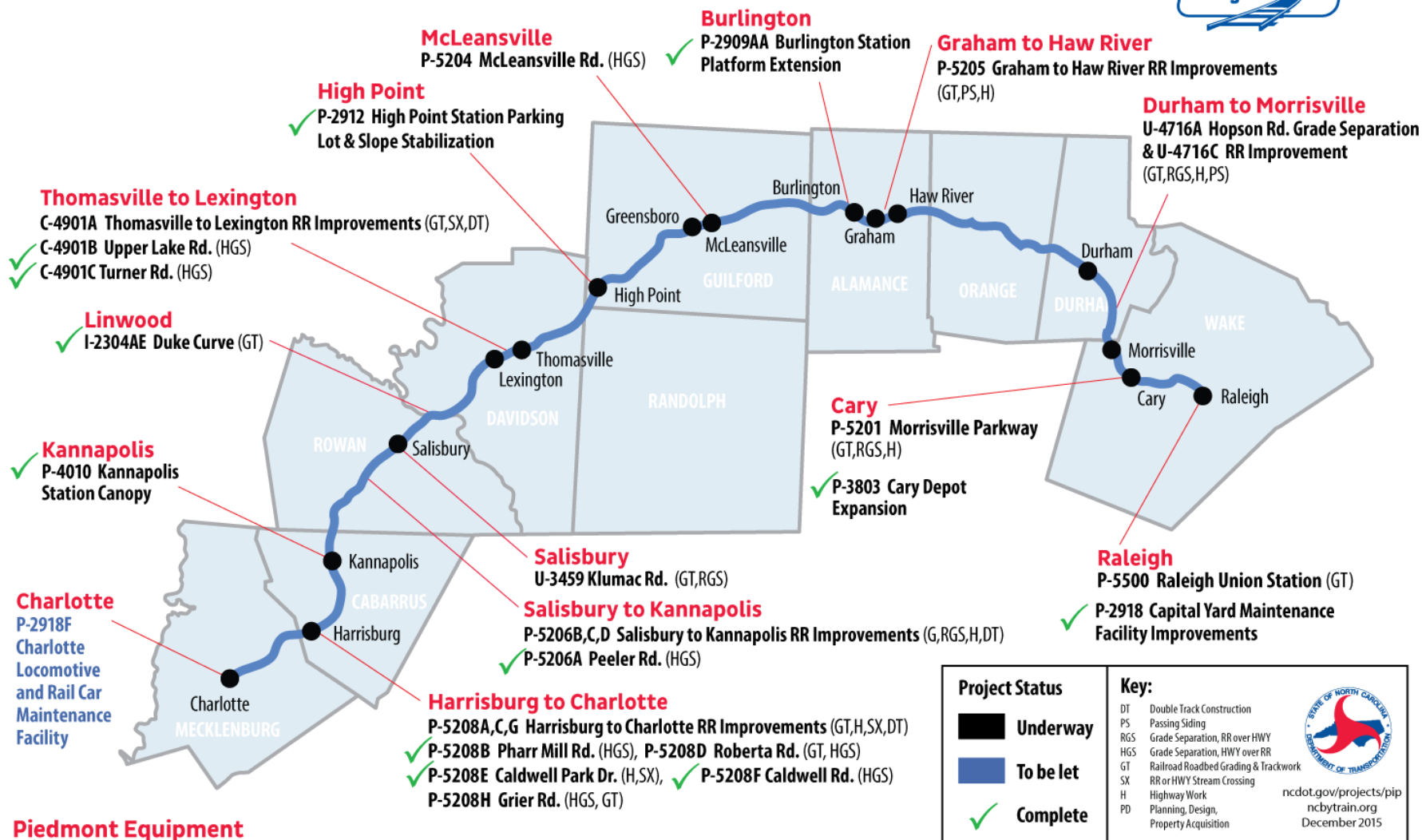
- Not Selected for Award

Piedmont Improvement Program (PIP) Components

- 5 Station Improvement Projects
- 2 Locomotive & Rail Car Maintenance Facility Projects
- NC BYTRAIN Passenger Coaches, Locomotives, Cab Control Units
- 12 Grade Separations
- 23 Public Crossing Closures
- 15 Private Crossing Closures
- 2 Passing Sidings (5 miles)
- 3 Double Track Projects (26 miles)



Piedmont Improvement Program



Piedmont Equipment

- ✓ 5 Locomotives Rebuilt
- ✓ 10 Railcars Refurbished
- Build 5 Cab Control Units



Piedmont Improvement Program – Project Status

Work to date:

- 6 bridges completed
- 21 at-grade crossings closed
- Station improvements complete
 - Cary, High Point, Kannapolis, Burlington
- Raleigh Maintenance Facility expansion complete
- 5 locomotives rebuilt, 10 railcars refurbished



What we expect to complete in 2016?

- The remaining 6 bridges and 17 crossing closures
- All passing sidings between Greensboro and Cary
- Majority of the second track construction between Charlotte and Greensboro

In 2017 all PIP Projects will be complete

- All remaining projects between Charlotte and Greensboro
- Charlotte Maintenance Facility and support tracks

ARRA Spending to Date

	Funding	Spending to Date
Equipment	\$32.6M	\$27.7M
Stations/Facilities	\$77.8M	\$43.1M
PDA/ROW	\$61.4M	\$49.3M
Track/Structures	\$346.0M	\$241.4M
CRISP	\$2.2M	\$2.2M
Total:	\$520.0M	\$363.7M

Questions?

